RENTON MUNICIPAL AIRPORT
CLAYTON SCOTT FIELD

Produced by Renton Tower
1 July 2007

Renton Tower:	206.764.6632	Renton Tower:	124.7
Hours of Operation:	May 1 – Sep 30	Renton Ground:	121.6
	7:00AM – 9:00PM	ATIS:	126.95
	Oct 1 – Apr 30	NDB:	353
	7:00AM – 8:00PM	Seattle Departure:	119.2
Lat/Long:	N47°29.59' W122°12.95'	Seattle Approach:	123.9
Field Elevation:	32' MSL	Seattle Flt Service:	122.5
Automated WX:	425.255.6080	Air-O UNICOM:	122.95
Seattle Flt Service:	206.658.6606	Pro Flight UNICOM:	122.85

GENERAL INFORMATION

Welcome to Renton Municipal Airport and greetings from the Renton Tower staff. This publication is designed to assist you in understanding and complying with airspace requirements and local procedures when operating in the Renton Class Delta airspace. These procedures will help reduce frequency congestion, increase safety, and provide a common understanding of local operations. If you do not understand an instruction, please ask the controller for clarification. Remember, two-way radio communication is required prior to entering and operating in the Renton or Boeing Class Delta airspace.

On initial contact (your very first transmission please), inform the controller WHO you are, WHERE you are, WHAT your request is, and which ATIS you have. Please do not just call Renton Tower with just your tail number and then wait for an answer – it uses up valuable frequency time.

EXAMPLE: *"Renton Tower, Cessna 54321, over Lake Youngs, inbound for touch and goes, with Foxtrot."* or, *"Renton Ground, Beaver 4132, North Tower Parking for East Channel Departure, with Whiskey."*

NOTE: As of August 1, 2007, **ALL** taxiways at Renton Airport are movement areas and are controlled by Renton Ground Control during the Tower hours of operation.

CONGESTED VFR TRAFFIC AREAS

Controllers at Renton Tower have a tower radar display available and can issue traffic advisories on a workload-permitting basis. Remember, this is not "Radar Contact" or "Radar Service", (like in Class Bravo airspace). This radar information comes from Seattle Approach with no coverage for Renton Airport below approximately 400' AGL due to terrain. Please be especially careful in the following congested areas where traffic for both Renton and Boeing tend to converge.

East Channel Bridge

Lake Youngs

Kent East Hill and especially, **Valley Medical Center**

Be aware that during weekday mornings and afternoons, numerous news media and traffic monitoring aircraft routinely operate in the Renton Class Delta usually near the freeways and bridges between about 1,000' and 1,700' MSL.

IFR DEPARTURES

IFR clearances are issued by Renton Ground on 121.6. Before asking for your IFR clearance, ensure you listen to the current ATIS. Remember, as of August 1, 2007, **all** taxiways are controlled. Get taxi clearance from Renton Ground Control before proceeding. When ready for departure at the runway hold-short line, contact Renton Tower and advise you are ready for an IFR departure.

EXAMPLE: *"Renton Tower, King Air 65432, Runway 15, Ready for IFR Departure."*

GENERAL VFR DEPARTURE PROCEDURES

After you have completed your checklists and are ready for departure at the runway hold-short line, contact Renton Tower on 124.7. When you receive takeoff clearance, the controller expects you to move onto the runway and depart without delay. If you're instructed to expedite takeoff (no delay at all) and you don't wish to accept that instruction let the tower controller know. If you require a delay for any reason, request it prior to taxiing onto the runway. After departure, maintain the extended centerline of the runway until at an appropriate altitude for any turns. Crosswind turns prior to reaching the departure end of the runway must be approved by the tower controller. There is no need to ask for frequency change when leaving the Class Delta boundary but if you require an earlier frequency change, it must be approved by the controller.

SOUTH FLOW – RUNWAY 15

FACTORIA DEPARTURE: Fly runway centerline until reaching 1,000' then make standard left downwind west of I-405. When abeam the **Control Tower**, make 45 degree right turn to exit traffic pattern. Cross over I-405 and then fly direct toward **Factoria** to exit Delta airspace.

KENT DEPARTURE: Fly runway centerline until reaching 1,000' then fly direct toward the east side of **Valley Medical Center**. Continue straight ahead toward a point 1 mile east of SR-167 to exit Delta airspace without entering Boeing's Delta airspace.

LAKE YOUNGS DEPARTURE: Fly runway centerline until reaching 1,000' the turn left and fly direct toward the southwest side of **Lake Youngs** to exit Delta airspace.

BURIEN/SEATAC CROSSING: Request with Renton Ground on initial contact. If approved by Seattle Tower, you'll receive a transponder code. Fly runway centerline. Renton Tower will instruct you when to change frequencies after any potential traffic conflicts are resolved. Do not turn west until you establish two-way radio contact with Seattle Tower on frequency 119.9. Remember, you must receive a specific clearance from Seattle to enter their Bravo airspace.

MUSEUM/KBFI DEPARTURE: Request with Renton Ground on initial contact. Fly runway centerline and do not turn west until you establish two-way radio contact with Boeing Tower on frequency 118.3. Renton Tower will tell you when to change frequencies after any potential traffic conflicts are resolved.

NORTH FLOW – RUNWAY 33

EAST CHANNEL DEPARTURE: Fly runway centerline until 1 mile past departure end of runway then fly outbound over the middle of the East Channel. Fly direct toward the **East Channel Bridge** to exit Delta airspace.

LAKE YOUNGS DEPARTURE: Fly runway centerline until reaching 1,000' then make a standard right downwind west of I-405. When abeam the **Control Tower**, make 45 degree left turn to exit traffic pattern. Cross over I-405 and then fly direct toward northeast side of **Lake Youngs** to exit Delta airspace.

BURIEN/SEATAC CROSSING: Request with Renton Ground on initial contact. If approved by Seattle Tower, you'll receive a transponder code. Make standard right downwind departure. Do not turn west until you establish two-way radio contact with Seattle Tower on frequency 119.9. Renton Tower will instruct you when to change frequencies after any potential traffic conflicts are resolved.

MUSEUM/KBFI DEPARTURE: Request with Renton Ground on initial contact. Fly runway centerline and do not turn west until you establish two-way radio contact with Boeing Tower on frequency 118.3. Renton Tower will tell you when to change frequencies after any potential traffic conflicts are resolved.

GENERAL VFR ARRIVAL PROCEDURES

Per FAR 91.129, you must establish two-way radio contact before entering Delta airspace. If you cannot establish two-way radio contact, remain outside the Delta airspace and wait for your opportunity to call. Please be patient. If it is so busy that we do not respond immediately, rest assured that we are working as quickly as possible to respond to you and your request. On initial contact inbound, make any requests, e.g., touch and goes (pattern work), long-landing, short approach, etc. Special requests can be approved on a workload-permitting basis.

SOUTH FLOW – RUNWAY 15

EAST CHANNEL ARRIVAL: Make initial request approximately 8-12 miles (depending on airspeed) from KRNT. Enter Delta airspace via the **East Channel Bridge** and fly inbound over the middle of the East Channel. Unless otherwise instructed by Renton Tower, make straight-in. Report 2 mile final.

LAKE YOUNGS ARRIVAL: Make initial request approximately 8-12 miles (depending on airspeed) from KRNT. Enter Delta airspace via the northeast side of **Lake Youngs**. Fly direct to **Maplewood Golf Course**. Unless otherwise instructed by Renton Tower, make 45 to left downwind. Report over **Maplewood Golf Course**.

NORTH FLOW – RUNWAY 33

FACTORIA ARRIVAL: Make initial request approximately 8-12 miles (depending on airspeed) from KRNT. Enter Delta airspace via **Factoria**. Fly direct to the **Water Tower**. Unless otherwise instructed by Renton Tower, make 45 to right downwind. Report over the **Water Tower**.

KENT ARRIVAL: Make initial request approximately 8-12 miles (depending on airspeed) from KRNT. Enter Delta airspace 1 mile east of SR-167. Fly direct to the east side of **Valley Medical Center**. Unless otherwise instructed by Renton Tower, make straight-in. Report abeam **Valley Medical Center**.

LAKE YOUNGS ARRIVAL: Make initial request approximately 8-12 miles (depending on airspeed) from KRNT. Enter Delta airspace via the southwest side of **Lake Youngs**. Fly direct to **Maplewood Golf Course**. Unless otherwise instructed by Renton Tower, make a 1 mile right base. Report over **Maplewood Golf Course**.

GENERAL SEAPLANE OPERATIONS PROCEDURES

Renton Municipal airport is unique in the lower 48 states for having a co-located landplane airport and seaplane base with a control tower. This can result in an interesting mix of traffic during the busy summer flying months, so seaplane pilots please carefully consider the following!

Although two-way radio communication with Renton Tower is required to *fly* within the Renton Class Delta airspace, **all** operations at Will Rogers/Wiley Post Seaplane Base (W36), including the docks and beaching ramp, and on Lake Washington, are at the Pilot-in-Command's own discretion and own risk. We have no control over all the various hazards you may face during seaplane operations. There are no protected sea lanes or boat traffic exclusions zones, and there is frequently very heavy fishing, waterskiing, kayaking, and other recreational watercraft activity throughout the entire seaplane operating area. Also, due to the immediate proximity of the mouth of the Cedar River, there are almost always plenty of natural hazards at W36, including submerged trees, various flotsam and other debris, and ever-changing locations and extent of sand/mud bars and shoals. There is also frequently heavy bird activity. Keep a sharp eye!

NOTE: At landing locations distant from W36 (e.g. Seward Park, Newport Shores, etc), you may not be able to maintain communications with Renton Tower due to VHF line-of-sight limitations. Operations are at your own risk and we will not investigate if we do not receive an on-the-water report when landing at locations other than W36.

Please see the Renton Airport Manager's publication for further important W36 procedures and "rules of the road".

WASHINGTON ONE DEPARTURE: On initial contact with Renton Tower, advise your specific location on the lake (e.g. east or west of runway centerline and whether you are out of our line of sight behind buildings). Request the “Washington One Departure” and tell the controller whether you will use the east or west channel. State the appropriate ATIS code. You must establish two-way radio contact prior to entering Delta airspace (i.e. prior to becoming airborne). Departure from the lake is at pilot's own risk--report airborne. Fly mid-channel to avoid noise sensitive areas. West Channel departures remain at or below 800’ MSL while in the west channel, over the water, and until you’re outside of Boeing airspace.

WASHINGTON ONE ARRIVAL: On initial contact with Renton Tower, advise your location. Request the “Washington One Arrival” and tell the controller whether you will use the east or west channel. State the appropriate ATIS code. You must establish two-way radio contact prior to entering Delta airspace. Fly mid-channel to avoid noise sensitive areas. Remain at or below 800’ MSL while in the west channel, over the water, and in Boeing airspace. Landing on the lake is at the pilot's own risk--report on the lake.

NOTE: During times when the wind is from the north and you want to land to the north on Lake Washington, plan to enter the traffic pattern with other aircraft. Normally, we try to accommodate a direct entry for right downwind for RY 33 (staying east of Lake Washington) and a mid-field base turn. Avoid over-flying the Boeing plant and Boeing aircraft. There is an excellent reference for this turn, an east/west oriented street, directly east of the Control Tower. If we have aircraft in the pattern using RY33 at the same time, we may ask that you stay over the Cedar River, east of the runway—this puts you east of the hard-surface traffic and with about a 20° closure angle on the runway to help you keep other runway traffic in sight.